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FEDERAL AVIATION ADMINISTRATION officials said last week they anticipate publication "by the middle of the year" of a final rule requiring participation by disadvantaged business enterprises (DBE) in airport concessions. The DBE proposal was published a year ago and as written would have included fixed-base operators in the DBE requirements *(BA, May 21/161).* National Air Transportation Association has lobbied strenuously against inclusion of FBOs in the new rule, arguing that sponsor assurance agreements already mandate compliance with certain nondiscrimination requirements for aeronautical activities. FAA officials refused to say last week whether FBOs will be covered by the final rule.

STANLEY J. GREEN, vice president and general counsel of the General Aviation Manufacturers Association since January of 1970, said last week he plans to leave GAMA later this year. Green said he has been approached about joining several law firms. GAMA President James Gormley told *BA* the association is seeking candidates with engineering expertise and familiarity with airworthiness issues to replace Green in working with FAA, European airworthiness officials and GAMA's technical committees.

PAGE AVJET CORP. is quietly test marketing a new "platinum" credit card program for use by regular customers of the FBO chain. Use of its own credit card is designed to increase Page's yield from credit sales by eliminating commission payments to other credit card companies.

BICOASTAL CORP. has entered into an agreement with Southern Air Transport Inc., the Miami-based cargo carrier, under which SAT would "acquire certain assets and assume certain liabilities of Bicoastal's SimuFlite International Training division." SAT will assume all industrial revenue bond debt on SimuFlite's simulators and about $19 million in long-term debt on SimuFlite's headquarters and training facility in Dallas. Completion of the agreement is subject to approval of the court overseeing Bicoastal's bankruptcy proceedings and other government approvals.

FAA BANS OPERATION OF PIPER MALIBUS IN INSTRUMENT METEOROLOGICAL CONDITIONS

Citing the inflight breakup of seven Piper Malibus in the past 23 months, FAA last week prohibited the operation of the $400,000 single-engine aircraft in instrument meteorological conditions. The unusual restriction was effective immediately and applies to 518 aircraft – both the original Model PA-46-310P Malibu and the PA-46-350P Malibu Mirage – although only one of the accidents involved a Mirage.

FAA said it is investigating several reports of "in-flight breakup accidents" involving Malibus that "may have occurred during operations under instrument flight rules or conditions. The FAA has determined that because of the nature of these accidents, rulemaking in this area cannot wait until the investigation program is complete. This action requires immediate operational limitations on the affected airplanes...to minimize the exposure of these airplanes to operating conditions that may have contributed to the above accidents."

The emergency airworthiness directive requires installation of placards on the instrument panel stating: "Flight in instrument flight rule (IFR) meteorological conditions is prohibited." FAA said Malibu operators could continue to file IFR flight plans "provided visual flight rule (VFR) meteorological conditions are maintained. Flight into areas of known or forecasted moderate or severe turbulence should be avoided." The emergency AD also prohibits "use of autopilot, control wheel steering (CWS) button or vertical trim control for altitude

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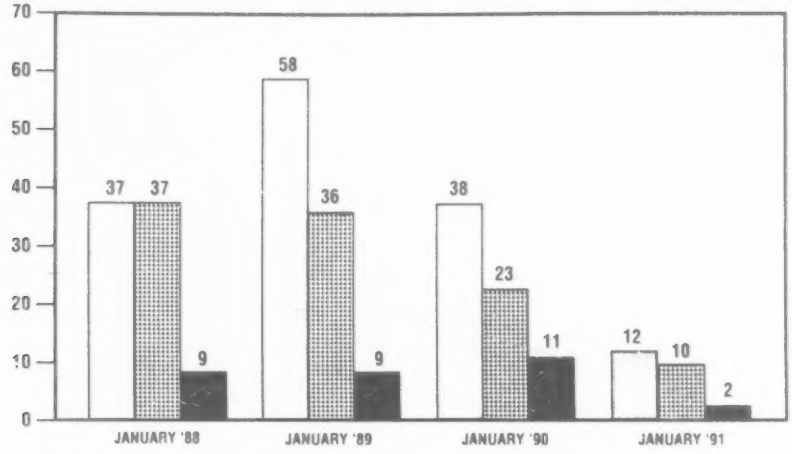
USED RETAIL JET DELIVERIES – NORTH AMERICA



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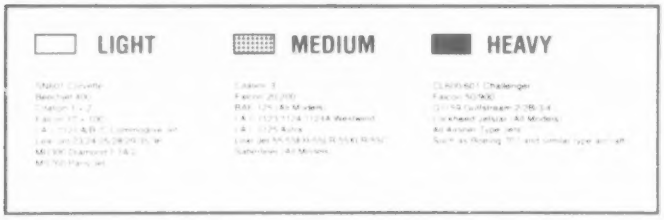
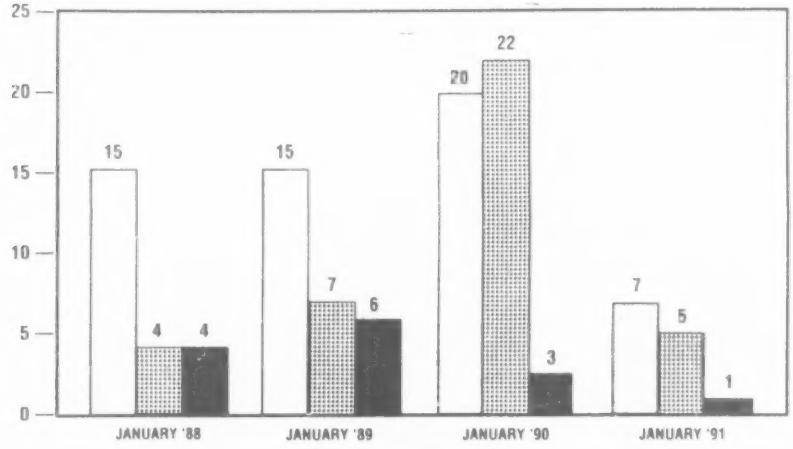


USED RETAIL JET DELIVERIES – OUTSIDE NORTH AMERICA



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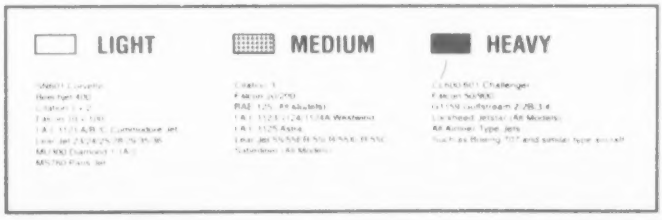

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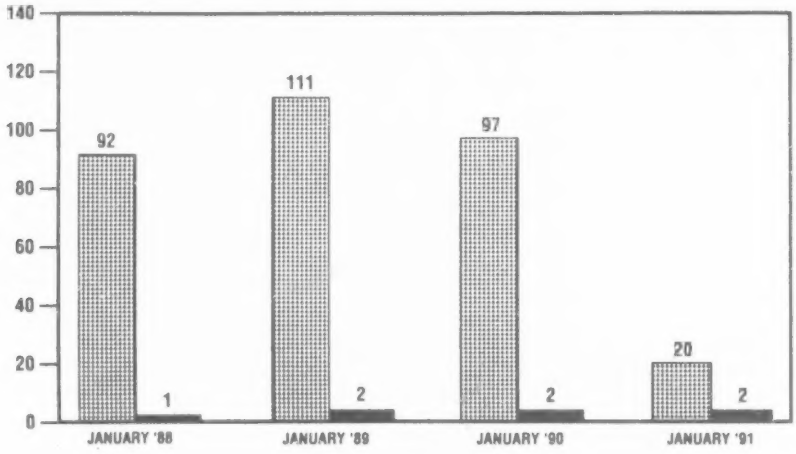
USED RETAIL TURBOPROP DELIVERIES – NORTH AMERICA



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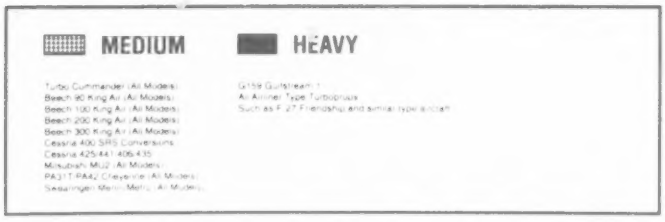

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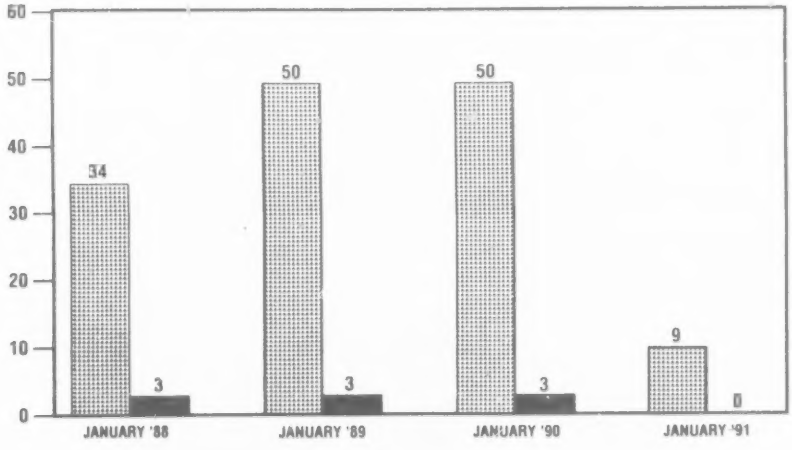

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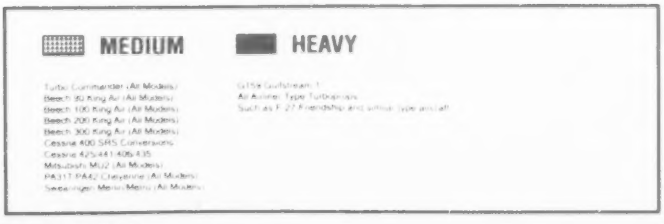

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